



# **TRANSPORTATION . INFRASTRUCTURE**

issue committee **REPORT**

**INDIANAPOLIS-MARION COUNTY**  
*Comprehensive Plan Update*





# **TRANSPORTATION. INFRASTRUCTURE**

## issue committee **REPORT**

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**AUGUST 2001**



# Credits

This effort could not have been undertaken without the labor of the citizen volunteers who donated many hours of their time towards this report's completion.

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**John Sweezy, Jr.**, *Warren Township Development Association*

**Pat Williams**, *Carpenter GMAC Realtors/ Metropolitan Board of Realtors*

The Committee would like to express gratitude for the contributions of the following individuals to the Transportation and Infrastructure Issue Committee planning process;

**David W. Barrett**, *Baker and Daniels*

**Susan Brennenman-Hawkins**, *Baker and Daniels*

**Chuck Busenburg**, *Indianapolis Regional Economic Partnership*

**Steve Cain**, *Roland Design, Inc.*

**Bill Gray**, *Riley Area Development Corporation, ICND*

**Kathy Humphrey**, *Vectren Corporation*

**Susan Klippel**, *Indianapolis Power and Light*

**Rick Martin**, *Department of Public Works*

**Juli Paini**, *Mayor's Office of Disability Affairs*

**Paul Schierenberg**, *Market Pro Realty/Metropolitan Indianapolis Board of Realtors*

It is with pride and pleasure that I submit to you the final report of the Transportation and Infrastructure Issue Committee (TIIC).

The Committee's Goals and Recommendations are the consensus of a diverse group. The Committee consisted of individuals representing all areas of Marion County, and representing a spectrum of government, business, neighborhood and environmental interests. Yet the Committee seemed to have little-trouble reaching consensus on fundamental principles, focusing instead on clear expression of ideas.

The committee benefited greatly from the expertise and guidance of staff, including Alice Gatewood, Dennis Slaughter, Keith Holdsworth and Steve Cunningham. They are of course to be commended for their dedication and hard work, but it was their professionalism and creativity that were invaluable in helping the Committee reach consensus and articulate its ideas.

I also wish to express gratitude for the invaluable contributions of representatives from the Division of Planning-MPO, IndyGo, DCAM, INDOT, Indpls DPW, and the Mayor's Office. The committee also benefited from the contributions of volunteer professionals from a variety of disciplines, including architects, engineers, and private sector planners. Thanks go also to those who created the numerous resources that facilitated the Committee's work: the Marion County Thoroughfare Plan, the Greenways Plan, the Regional Bike & Pedestrian System Plan, Neighborhood Traffic Calming Recommended Practices, CIRCL Land Use and Vision Plan and CIRT: Regional Mass Transit Service Plan

What is perhaps most noteworthy of the Report is that automotive traffic is not the issue. Conspicuously absent are recommendations for shortening travel times or improving the level of service of intersections and roadways. The Committee's goals and recommendations are focused instead on improving pedestrian mobility access and connectivity, improving public transportation and mass transit, preserving the integrity of neighborhoods, and maximizing the performance of existing infrastructure.

The Report emphasizes the vital importance of the long-term viability of the current thoroughfare system, and its role in expeditiously moving traffic. The recommendations for maximizing the performance of this system are balanced and integrated with the Committee's goals and recommendations for preserving the integrity of neighborhoods. Key recommendations include the development of standards for evaluating the impact of roadway projects on neighborhoods, the establishment of "gateway corridors", the development of vision statements and standards in the Thoroughfare Plan, and better coordination in the development and implementation of the Land Use and Thoroughfare Plans.

A fundamental goal of the Committee is the improvement of bicycle and pedestrian mobility, access and connectivity. This goal is reflected in recommendations throughout the Committee's Report. The recommendations for improving pedestrian mobility serve many objectives: relieving pressure on the thoroughfare system, preserving the integrity of neighborhoods, maximizing the use of existing infrastructure and providing an optimum public transportation network.

The goal for public transportation is "an efficient, non-polluting, quiet, and affordable transportation network that provides equal access for all citizens to and from all areas of the metropolitan region." Many of the recommendations for public transportation reiterate the need for pedestrian access and connectivity, because public transportation is so dependent on pedestrian mobility. The Committee recommends emphasis on continued development of bus transportation through the IndyGo 5-year Implementation Plan.

The Committee did not consider in detail goals and recommendations pertaining to long range regional mass transit, because those issues involve areas outside Marion County. The Committee Comments do refer to the "Regional Mass Transit Service Plan" and the "Comprehensive Rail Study". The recommendations include the creation of a Regional Transportation Authority.

An overriding concern expressed in Committee discussions was MDC and BZA decisions that deviate from the Comprehensive Plan. The Committee Report contains no recommendations on this issue. The Committee recognized the need for the exercise of discretion and independent judgment in responding to changing circumstances and accepting constructive compromise. However Committee discussions suggested that the Comprehensive Plan deserves greater consideration in



decision making. The Comprehensive Plan is the one process that brings together the contributions of many disciplines, to resolve conflicting interests, and balance competing demands for the resources of an entire community.

On behalf of the entire Committee, I thank you in advance for the careful consideration I know you will give the Committee's Report.

Doug Trolson



“The basic equipment, utilities, productive enterprises, installations and services essential for the development, operation and growth of an organization, city or a nation...constitute its infrastructure.”

*Charles Abrams, The Language of Cities*



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background  
**INFORMATION**





## Introduction

Updating the Indianapolis/Marion County Comprehensive Plan is a complex and challenging undertaking, offering an opportunity for the City and its citizens to develop a realistic vision for the future. The **Transportation and Infrastructure** is one of eight Issue Committees formed to provide a forum for detail public discussion of various topics. Each committee was made up of 30 to 50 experts, city staff persons and citizens to discuss their issues and develop goals, recommendations and standards in their particular topical area. The committee meetings were open to anyone who wanted to attend.

The public input process of the Comprehensive Plan Update began with four Town Hall Meetings. These meetings were held in various locations around the city and on various weeknights in late September and early October 2000. Through the course of the Town Hall meetings, several recurring themes also became evident and required in-depth study. However, the format of the Town Hall meetings did not permit this, so eight issue committees were formed to provide for the required additional analysis.

The eight committees formed were:

- Cultural, Social and Education
- Economic Development
- Environment, Parks and Open Space
- Land Use Standards and Procedures
- Neighborhoods and Housing
- Redevelopment
- Regionalism
- Transportation and Infrastructure

Each of the Issue Committees met eight to nine times from late January to early July 2001. The invitation to join an issue committee was made at the Town Hall meetings and through a newsletter sent to over 1200 persons and organizations including every registered neighborhood association in the city. Over 300 persons volunteered to serve on a committee. Committee Members were polled as to their most convenient meeting times and the meetings were scheduled accordingly.

Following is a description of this committee's task and then the issues, goals, recommendations and standards that it developed.



## Committee Description

The goal of this committee is to serve as an in-depth forum for public, private and community investors to study planned and current transportation and infrastructure initiatives, explore the likely effects they will have on future development and assess their ability to meet the various needs of the community. We will work to improve and promote continued communications between service providers, public and private entities and the community. We will further collaborate to establish goals and objectives that will resolve those issues that are not addressed by current plans and generate solutions for providing Indianapolis with alternative links between the community and its resources. This committee will work with other issue committees as needed to define and address those issues that are broad based and interrelate with more than one topical group.

Other likely goals of this committee will be to:

- Study how our zoning codes impact the streets, curb cuts, right-of-ways etc.
- Suggest policy for sidewalks in and around new sub-divisions that will create connectivity and provide “pedestrian friendly” linkages to older more established neighborhoods and thoroughfare walkways.
- Establish standards that aim to “humanize” our landscape right-of-ways.
- Examine the effects of road widening on land use and the preservation of impacted neighborhoods.
- Realize the effects of “trying to do so much with the same right -of-way, improved coordination of the multiple uses for infrastructure corridors.
- The following list of issues was compiled through the Town Hall meeting process:
  - Convenient mass transit
  - Clean air
  - Infrastructure that anticipates future growth
  - Bicycle friendly (right-of-ways)
  - Pedestrian friendly transportation
  - Convenient roadway system
  - Presence of a major airport
  - City-to-city passenger rail service
  - Sidewalks within the neighborhoods
  - Street lighting
  - Mass transit within walking distance
  - Safe, low traffic streets
  - Connectivity to adjacent neighborhoods
  - Sidewalks on major streets

Other likely goals:

- Identify sources for funding committee goals and identify responsible agencies and time tables
- Identify ways to facilitate and improve interaction, coordination and cooperation among agencies



solution  
**FINDING**



# Issues, Recommendations and Standards

issue

## STREET PLANNING AND NEIGHBORHOOD IMPACT

### *Description*

Citizens and Planners alike have become increasingly concerned with current development trends and the effect they have on existing neighborhoods and the changing landscape of our city. Some of our committee members have invested countless hours working with planning initiatives of varying agencies and acknowledge that coordination is a vital key to making transition from planning to implementation work. Committee members recognize City Planning as the forerunner to making this happen.

goal one Structure the comprehensive plan to minimize deviations.		
<i>Recommendations</i>	<i>Responsible parties</i>	<i>Comments</i>
a) Provide a range of zoning options within each land use categories.	DMD	
b) Require coordination of Plans (Thoroughfare, Mass Transit, and Infrastructure plans) and funding sources.	DMD, DPW, MPO and IndyGo	
c) Provide more education and training/opportunities for MDC, and BZA members.	DMD	
d) Require applicants to consult the Comprehensive Plan prior to petitioning before Planning Commission.	DMD	A possible method would be to ask for this information on the rezoning application.
e) Amend rules of procedures to require any significant changes to a petition be made within a reasonable period of time prior to the hearing.	DMD	Allows staff and public time to review modifications.

<b>Standards</b>	<b>Justification</b>
<b>When developing the land use plan for Marion County:</b>	
i. provide transition of uses between residential areas and commercial areas.	

goal two <b>Preserve the integrity of neighborhoods.</b>		
<b>Recommendations</b>	<b>Responsible parties</b>	<b>Comments</b>
a) Implement traffic calming standards for new neighborhoods and, where feasible, for existing neighborhoods.	DPW	Reference “Neighborhood Traffic Calming Recommended Practices”
b) Identify and establish “gateway corridors” (corridor overlay zones) to create, preserve unique identifying features or characteristics of neighborhoods.	Division of Planning Long Range Planning Comprehensive Planning Section	North Meridian Street, US 31 in Johnson County, US 31 in Carmel and the new interest in the National Road 40, are examples.
c) Use land use controls and thoroughfare enhancement to channel high volume traffic away from neighborhoods.	DMD, DPW	
d) Provide multi-modal accessibility between neighborhoods and commercial, recreational and institutional facilities and public transportation	DMD, DPW and DPR	
e) Use landscaping, lighting, traffic calming, pedestrian mobility and other features to preserve and enhance neighborhood commercial areas.	DMD, DPW, CDC(s) and Business associates	Reference Indiana Coalition of Outdoor Lighting Education.



f) Amend the zoning district ordinances to add specificity with the goal of making the light and noise provisions easier to enforce.	DMD	
<b><i>g)</i></b> Develop standards for evaluating impacts of roadway projects on neighborhoods.	Division of Planning, MPO and DPW	

issues

## PEDESTRIAN ACCESS, MASS TRANSPORTATION, AND INFRASTRUCTURE

### *Description*

The function of the Official Thoroughfare Plan is to move traffic efficiently. Committee members expressed their concern with the importance of the plan in reference to its potential impact on the neighborhoods dispersed throughout. Staff explained that an efficient thoroughfare system facilitates keeping traffic out of the neighborhoods.

goal three Maximize the performance and long-term viability of the current thoroughfare system.		
<i>Recommendations</i>	<i>Responsible parties</i>	<i>Comments</i>
a) Establish more defined and clearly stated standards for the appearance of, and views from, thoroughfares.	DMD, MPO	
b) Establish more defined and clearly stated standards for the way we want thoroughfares to handle vehicular, pedestrian, and bicycle traffic.	DMD, MPO and DPW	
c) Improve sharing of planning information among City agencies and utilities.	DMD, DPW, MPO, utilities	
d) Maximize the use of interior access or frontage roads, pedestrian connectivity and other accessibility features to minimize traffic congestion on thoroughfares.	DMD, DPW	
e) Minimize curb cuts on thoroughfares.	DPW	
f) Establish landscaping, signage and lighting standards in the Thoroughfare Plan.	DMD, DPW	Reference CIRCL: Land Use and Vision Plan; CIRT: Regional Mass Transit Service Plan

<b>Standards</b>	<b>Justification</b>
<b><i>When developing the land use plan for Marion County:</i></b>	
i. coordinate with the development of the Thoroughfare plan.	Combined objectives of minimizing deviations from the land use plan and maintaining an acceptable “level-of-service” on thoroughfares.

goal four Improve pedestrian mobility		
<b>Recommendations</b>	<b>Responsible parties</b>	<b>Comments</b>
a) Add sidewalks concurrent with street widening.	DPW, DMD	
b) Require multi-modal connectivity between neighborhoods, parks, business and commercial centers, and public transportation.	DMD, DPW, DPR and MPO	
c) Retrofit existing neighborhoods with sidewalks or multipurpose paths where appropriate and wanted.	DMD, DPW, DPR and MPO	Reference the MPO’s Special Neighborhood Study’s Recommendations (expected September 2001)
d) Improve facilitation of paramobility.	DMD, DPW, DPR and MPO	Paramobility = modes of travel accessible to persons with disabilities
e) Establish safe pedestrian crossings at all intersections.	DPW	Reference “Neighborhood Traffic Calming Recommended Practices” and the “Indiana Manual on Uniform

		Traffic Control Devices”
f) Use utility rights of way for multi-modal paths.	DPR	Reference the “Indy Parks Greenways Plan” and the “Indianapolis Regional Bicycle and Pedestrian Plan.”
g) Increase development of multipurpose paths as part of roadway projects.	DPR	
h) Amend commercial and industrial zoning ordinances to require sidewalks and standards for pedestrian safety.	DMD	Enforce sidewalk requirement in residential developments.
<b>Standards</b> <b>When developing the land use plan for Marion County:</b>	<b>Justification</b>	
i. include plans for future expansion, improvement and continuation of the “Indy Parks Greenways Plan” and, the “Indianapolis Regional Bicycle and Pedestrian Plan.”		

goal five Improve infrastructure, manage demand and maximize use of the existing infrastructure		
<b>Recommendations</b>	<b>Responsible parties</b>	<b>Comments</b>
a) Amend zoning district ordinances to improve enforceability of the restrictions on light shining off the subject property.	DMD	
b) Light public streets to an effective level for safety and security without causing undue lighting of private property.	DPW, IPL	

c) Maximize multiple uses and efficiency of uses of rights of way.	DMD, DPW and MPO	Reference the “Official Thoroughfare Plan” and the “Indy Parks Greenways Plan” and the “Indianapolis Regional Bicycle and Pedestrian Plan.”
d) Coordinate and maintain a regularly updated infrastructure data base for planning, asset maintenance and improvements which identifies committed funding sources.	DPW	
e) Incorporate infrastructure master plans and standards by reference in the Comprehensive Plan.	DMD	
f) Enforce strict adherence to onsite wastewater rules and regulations.	DMD, MCHD	
g) Amend the Dwelling District Zoning Ordinance to require connection to a wastewater system within the DP zoning district.	DMD	
h) Establish a dependable funding mechanism for infrastructure improvements.	DPW	Possibilities include impact fees, property transfer fees and, capacity fees.
i) Quickly implement a comprehensive long-term control plan for CSO(s)	DPW	
j) Use the updated Indianapolis Greenways Plan as the basis for the Linear Park designations. Additions to the updated plan can be included to provide improve connections among neighborhoods, parks and community amenities through a variety of path, trail and sidewalk options	DMD	Reference the “Indy Parks Greenways Plan”

k) Encourage use of new methods and materials to stay on “cutting edge” of infrastructure technology	DPW	
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<p>goal six</p> <p><b>Provide for an efficient, non-polluting, quiet, and affordable transportation network that provides equal access for all citizens to and from all areas of the metropolitan region.</b></p>		
<b>Recommendations</b>	<b>Responsible parties</b>	<b>Comments</b>
a) Continue to improve bus transit.	IndyGo, MPO	Reference the “IndyGo 5-Year Implementation Plan.”
b) Expand mass transit options.	IndyGo, MPO	Reference the “IndyGo 5-Year Implementation Plan.”
c) Provide sidewalk, multipurpose paths and other pedestrian mobility infrastructure to improve access to all public transportation.	MPO, DPW	
d) Revise “Subdivision Control Ordinance” to require development to include more than one exit and sidewalks on primary arterials.	DMD	
e) Include express bus routes in the update of the “Official Thoroughfare Plan.”	IndyGo, MPO	Reference the “IndyGo 5-Year Implementation Plan.”
f) Provide for connectivity between various modes of public transportation.	DPW, IndyGo, MPO	
g) Create an ordinance requiring the use of existing “street stubs” to connectivity uses.	DMD, DPW	
h) Preserve rights-of-way for future regional public	DMD, MPO	Reference the “IndyGo 5-Year

transportation.		Implementation Plan” and “Regional Mass Transit Service Plan
i) Provide incentives for “High Occupancy Vehicles” such as park and ride areas.	IndyGo, MPO	Reference the “IndyGo 5-Year Implementation Plan” and the “Regional Mass Transit Service Plan” for park and ride locals.
j) Establish a Regional Transit Authority.	Elected Officials	
k) Preserve existing rail rights-of-way and identify those that should be reserved for future mass transit use.	DMD, MPO	Reference the “Comprehensive Rail Study” which prioritizes corridor improvements.
<b>Standards:</b> <b>When developing the land use plan for Marion County:</b>	<b>Justification</b>	
i. include park and ride locations	Reference the “IndyGo 5-Year Implementation Plan” and the “Regional Mass Transit Service Plan” for park and ride locals.	

goal seven

**Use transportation and infrastructure improvements to enhance the quality of life**

<b>Recommendations</b>	<b>Responsible parties</b>	<b>Comments</b>
a) Set landscaping, signage, lighting and other visual image standards for the Thoroughfare Plan.	MPO	
b) Beautify public thoroughfares by controlling signs, lighting, reducing new bill boards, working to reduce the number of existing billboards and, establishing visual standards for adjacent development, and preserving existing natural features and landscapes.	DMD	Amend the Sign Ordinance  Ultimate goal is to eliminate billboards.
c) Restore utility rights of way and public ways to their natural plant community as appropriate.	Utilities	
d) Maintain more open space on and establish landscaping standards for public roadways.	DPW, DPR	
e) Utilize growth management systems in deploying new infrastructure.	MPO	
f) Amend the Dwelling District zoning ordinance to require connection to a wastewater system within the DP zoning district.	DMD	
g) Amend state law to allow municipalities to ban new construction utilizing septic systems.	DMD, MCHD	Although DMD can suggest such legislation, it is in the control of the State legislature to propose, hear and enact legislation.
h) Amend the Zoning District Ordinances to require preservation of existing dense vegetative cover or the planting of dense vegetative cover along stream and tributary banks for the purposes of erosion control, contaminant capture, water cooling (important for	DMD, DPW	Vegetation should be of sufficient height to provide adequate shading. Use of native plant



retaining oxygen levels) and habitat preservation.		communities should be emphasized.
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supplemental  
**INFORMATION**



# Appendices

## appendix one

### **COMPREHENSIVE PLANNING**

The Comprehensive Plan is a broad philosophical document, which promotes public health, safety, morals, convenience, order and the general welfare; encourages efficiency and economy in the process of development; promotes livability; and preserves the quality of life.

While the Comprehensive Plan is, by state law, the basis for zoning, the Plan may be developed for more than this limited purpose. State law requires that the Plan contain a statement of objectives for the future development of the City, a statement of policy for land use development and a statement of policy for the development of public ways, public places, public lands, public structures and public utilities. State law, however, permits each jurisdiction to develop its comprehensive plan in the way that mostly nearly meets the needs of that jurisdiction.

In Indianapolis-Marion County, the Comprehensive Plan has historically been more than a series of policy statements. It has been a detailed guide for development, which has contained policies, maps, text and critical areas designating the most appropriate land use recommendations for all parcels of land in Indianapolis and explaining the basis for those recommendations. The Plan was initially adopted in 1965 and has been updated in roughly 7 to 10 year increments, with the most recent update occurring between 1991 and 1993.

Extensive public input has already been a part of the comprehensive planning process. Indianapolis Insight began with a kick-off conference, which was followed by a series of town hall meetings. This was followed by the Issue Committee process. Throughout the planning process a Steering Committee will keep things on track. Other forms of public outreach included press releases, a newsletter and a website.

#### ***Kick-off Conference***

Held September 14th, 2000. Over 1000 persons were invited to attend and bring others. Attendance was estimated at 220 persons for the morning-long event. The event included a presentation by Dr. Catherine Ross of the Georgia Regional Transportation Authority, a panel discussion by local leaders with various viewpoints on the topic of city development and a

presentation of the planning process to be used for the Indianapolis Insight Plan. The conference was covered in the local news media.

### ***Town Hall Meetings***

The first series of Town Hall Meetings was held in September and October of 2000. Over 1200 persons were invited, including every registered neighborhood organization. Meetings were held in four locations around the city on various nights of the week over a three-week period. Attendance ranged from 20 to 40 persons per meeting. Participants were asked about what city development issues were important to them now and in the future. Participants were given the opportunity to preliminarily sign up for the issue committees. Three of the four meetings were covered by the local news media.

### ***Steering Committee***

The Steering Committee is made up of 43 persons representing various groups with a stake in the development of the city. Its membership includes the chairpersons of the Issue Committees. The Steering Committee meets as needed throughout the planning process.

### ***Newsletters***

A newsletter, *The View*, was sent out in November 2000. Mailed to over 1200 persons, including every registered neighborhood organization, *The View* contained information on the planning process to date and the invitation to take part in the Issue Committees.

Subsequent issues of *The View* will be sent out as needed throughout the planning process.

### ***Press Releases***

The local media is notified about the Indianapolis Insight Plan at every step in the process. Press releases and media advisories go to 50 television, radio, and print media sources. The decision to run a notice about upcoming meetings or to cover a particular meeting is up to each media source and not up to the City. However coverage has been good with notices and stories run in a variety of television, radio and print sources.

### ***Website***

The Indianapolis Insight plan has its own website within the City's website. This website details the planning process and includes notices of upcoming meetings and minutes of past meetings. The website has experienced about 1000 hits from mid-December 2000 through July 2001.

***Volunteer Hours***

As of July 31 almost 700 volunteers have contributed over 3500 hours to the planning process.





## appendix two

### **VALUE STATEMENTS**

Using the public comment at the Town Hall meetings as well as good planning principles, the Steering Committee developed a series of Value Statements to guide the planning process. Ideally all goals, recommendations, standards and land use recommendations will contribute to these values. At the very least they must not detract from these values. The Value Statements are as follows:

Development of our City should meet the needs of the present without compromising the need of future generations.

We should strive to achieve a balance of land uses, including a diversity of housing options, throughout the various parts of the county and the region. Balanced land use is important not only for tax base equity, but also for communities where people can live, shop, recreate and earn a living throughout the different phases of their lives.

New developments should be well planned, well built and well maintained to retain value over the long term. Established areas should be well maintained to retain (or regain) value and to preserve applicable unique identities.

Education programs of the highest quality are vital to the health and well being of the City. We should encourage all citizens, regardless of age, to participate in the learning process throughout their lives. We should offer educational programs to individuals with a wide range of talents and abilities, enabling all members of the community to develop to their fullest potential. We must ensure that educational opportunities are available to all citizens, regardless of race, sex, religion, national origin or handicapping condition. We must maintain a world class educational system, providing programs of the highest quality to all citizens.

We should strive to maintain a healthy environment and to make appropriate improvements to the current state of the environment. Of particular importance are clean air, ground and surface water, conservation of natural features including wooded areas, and adequate parks and open space. We should continue to improve our transportation system so that it is well connected, convenient, and safe. We should provide a variety of transportation choices so that all people, regardless of age or ability, can travel throughout the region. The transportation and infrastructure systems should anticipate and guide the growth of the City.

We should maintain and further develop a strong, diverse economy and make efforts to attract and retain highly skilled and educated workers. Forces of disinvestment and decline should be countered with a variety of redevelopment and reinvestment activities wherever needed to maintain the vitality of the community.

The Regional Center should continue as the focus of the larger scale cultural events and venues, however we should support a variety of cultural activities within all parts of the city. We should respect historic structures and neighborhoods as the physical embodiment of our historical and cultural identity.

As the center of an increasingly regional metropolitan area, Indianapolis should be a leader in planning-related cooperation and communication.

## appendix three

### **RESOURCES**

Indianapolis Regional Transportation Plan – currently being updated to 2025

Indianapolis Comprehensive Rail Study – 1995

Indianapolis Regional Bicycle and Pedestrian System Plan – currently in phase 4?

Marion County Bike Route System Plan – in progress

Indianapolis Intermodal Freight System Plan – 1998

Indianapolis Intermodal Freight System Plan, Airport Deployment Study – in progress

Official Thoroughfare Plan for Marion County Indiana – 1999

Indianapolis Thoroughfare Plan Supplement – 1998

ConNECTIONS Major Investment Study – in progress

Regional Mass Transit Service Plan – 1999

IndyGo 5-Year Implementation Plan – in progress

Indianapolis Regional Transportation Improvement Program (IRTIP)



## appendix four MEETING MINUTES

### MEETING ONE

*January 31, 2001*

#### **Committee Members present:**

Doug Trolson  
Steve Cunningham  
Stephanie Belch  
Chuck Busenburg  
Sally Getz  
Mary Etta Bersig  
Ed Paynter  
Jean Sallwasser

Tom Keesling  
Barbara J. Owens  
Pat Williams  
Paul Schierenberg  
Susan Klippel  
Jason Lee Larrison  
Lori Weiss  
Rick Martin  
Cleve Wilson  
Laura Daly

Cornell Burris  
Tom Beck  
Bob Bork  
David Barret  
Kate McVey  
Bill Gray  
John Sweezy, Jr.  
Lori Miser  
Kevin Fuhr  
Merri Anderson

Steve Judson  
Others present:  
David Kingen

**Staff present:**  
Alice Gatewood  
Dennis Slaughter  
Keith Holdsworth  
Kevin Gross

#### ***Presentations:***

- Introductions, Doug Trolson
- Code of Conduct, Doug Trolson
- Read Value Statements, Doug Trolson
- The Comprehensive Plan and the planning process, Alice Gatewood
- Questions, Committee Members / Answers, Keith Holdsworth
- Explanation of MPO (Metropolitan Planning Organization) and Division of Planning Transportation Section, Steve Cunningham
- Background Information/Survey Results, Dennis Slaughter

#### ***Discussions:***

Participants voiced the need to have representation from the State and IndyGo. Staff explained that the effort was made. Tom Beck from INDOT (Indiana Department of Transportation) agreed to participate on the committee. Stephanie Belch volunteered to contact the office of IndyGo and request their involvement. *(Representatives have since Joined)*

There was question weather or not our mission was to “flesh-out” the Value Statements and the answer is not exactly. Our objective is to establish goals *(second-fourth meeting)* that relate back to the Value Statements.

The committee may have joint meetings with other issue committees where their issues overlap. For example the committee may want to meet with the Environment, Parks and Open Space Committee on the topics of air quality and CSO's.

#### ***Decisions:***

The Committee adopted the formal process of making motions concerning items having them seconded and voted on as a way to make decisions. It was also decided that only Committee

Members could participate in the voting process put that the discussions would be open. Meetings will be held at the Library Services Center as close to Wednesdays every third week, late afternoon (5:00p.m. - 7:00 p.m.) as possible.

***Request for information:***

Lara Daly will summarize the Neighborhood Traffic Calming Recommended Practices; City of Indianapolis, Dept. Capital Asset Management; June 1999 study and report to the committee.

***Our Next Meeting:***

Tuesday February 20th 5:00 p.m. at the Library Services Center, 2450 North Meridian, room 226A.

## MEETING TWO

*February 20, 2001*

### **Committee Members present:**

Bonnie Mikhelson  
Donald Able  
Doug Trolson  
Ed Paynter  
Elizabeth Johnson  
Jason Lee Larison

Jean Sallwasser  
John Sweezy, Jr.  
Kate McVey  
Lara Daly  
Linda S. Shaw  
Lori Weiss  
Merri Anderson  
Norman Pace

Stephanie Belch  
Steve Judson  
Steven Fehribach  
Susan Brennenman-  
Hawkins  
Susan Klippel  
Thomas Keesling  
Tom Beck

### **Staff present:**

Alice Gatewood  
Dennis Slaughter  
Kevin Gross

### ***Welcome:***

Started at approximately 5:30 p.m., delayed due to late arrivals. Chairperson and Staff gave an explanation of the purpose of the second meeting and how we as a committee would approach the task. Issues had been categorized into three different sub categories: Pedestrian and Mass Transportation, Infrastructure, and Street Planning and Neighborhood Impact. Participants were asked to select a set of issues they wanted to discuss and generate goals to address those issues. A member asked the question; What if I don't want to limit myself to one sub-committee? Chairperson Responded; you are welcome to move to another sub-committee at will.

### ***Presentation:***

Staff read the definition of "goals" as they pertain to the Comprehensive Plan update and suggested that the sub-committees ask for volunteers in each section to act as a scribe and another as spokesperson. The spokesperson would later report back to the full committee at the end of our discussion session.

### ***Discussion:***

Committee broke out into three subcommittees please find Discussion Threads from each group and combined Goals attached.

### ***Adjournment:***

Doug Trolson

### ***Requested Information:***

I will compile summaries of these and possibly other reports assemble them and mail to you before our next meeting.

### ***Next Meeting Date:***

March 14th 6:00 p.m.-8:00 p.m. at the Library Services Center in room 226A

***Other Important Items:***

A meeting has been scheduled to provide people who can't otherwise attend issue committee meetings a chance to voice their concerns. It will be held March 21 at the Warren Township Branch Library at 7:00 p.m. Issue committee chairpersons are not obligated to attend. Committee members are encouraged to attend our regular meetings.

***Corrections:***

First meeting's minutes Don Able was in attendance

***Attachments:***

Included are a list of requested materials, subcommittee discussion threads, a rough draft of Goals and a copy of "*Issue Committee Process*"



## MEETING THREE

*March 15, 2001*

### **Committee members present:**

Bob Bork  
Chuck Busenberg  
Cornell Burris  
Donald Able  
Doug Trolson  
Ed Paynter  
Elizabeth Johnson  
Jason Lee Larison  
Jean Sallwasser

John Sweezy, Jr.  
Juli Painsi  
Kathy Humphrey  
Kevin Fuhr  
Linda S. Shaw  
Mark Jackson  
Merri Anderson  
Mary Etta Bersig  
Norman Pace  
Pat Williams  
Roland Mross

Ron Greiwe  
Sally Getz  
Steve Cain  
Steve Cunningham  
Steve Judson  
Steven Fehribach  
Susan Brennenman-  
Hawkins  
Susan Klippel  
Thomas Keesling

### **Staff present:**

Alice Gatewood  
Dennis Slaughter  
Keith Holdsworth

### **Others present:**

Donna Price  
Hershel Finger Sr.  
Stephanie Bekic

### ***Welcome:***

Started at 6:08. Doug Trolson addressed the purpose of this evening's meeting as presentations by experts in different aspects of infrastructure.

### ***Presentations:***

**Ron Greiwe**, consultant, formerly DCAM discussed that Department's Neighborhood Traffic Calming Recommended Practices; City of Indianapolis, Dept. Capital Asset Management; June 1999 Standards. He noted that the standards were prepared in response to neighborhood requests to slow down traffic on local streets. City staff researched national standards for traffic calming techniques including "speed humps", "roundabouts" and "pedestrian refuge islands. He noted that over 100 installations are now complete. In response to questions, Mr. Greiwe clarified "humps" as flat topped with sloping sides and suitable for public streets versus "bumps" that are seen in private driveways and parking lots. He also noted standards that provide for protection at crosswalks and parking designs that alternate street sides.

Mr. Greiwe noted that some neighborhood support is important before the city will install traffic calming devices. Mr. Trolson asked Mr. Greiwe how these techniques could be linked to a new Comprehensive Plan. Mr. Greiwe suggested that these standards should be part of a Subdivision Control Ordinance. He also noted that few developers are using these techniques in new subdivisions. Committee members suggested that traffic calming would be helpful near school sites.

**Donna Price**, Department of Capital Asset Management, explained floodplain and storm-water regulations and reviews in Marion County. She explained the defined floodway and floodway fringe areas along stream channels. She noted that the City of Indianapolis participates in the National Flood Insurance Program and local government regulates flood districts as a part of the zoning ordinance. She described how these programs affect existing and new structures in floodplain areas. She also discussed the general regulation of drainage and sediment control in the

county. She defined the activities that are subject to local regulation. These include land alterations that change land contours, increase the runoff rate or involve a building. Certain activities are exempt from local regulation. These include excavation of cemetery graves, soil testing, minor residential landscaping, agriculture and maintenance.

Ms. Price described the requirements for drainage permits including the items to be submitted and how analysis is done. She explained that many new developments now contain storm-water detention ponds as a way to comply with drainage requirements. Committee members asked questions about drainage concerns. Ms. Price noted that Marion County adopted its first drainage ordinance in 1979 and many problem areas pre-date that ordinance. She also noted maintenance is a challenge even when facilities meet ordinance requirements. Another question dealt with the discharge of water from sump pumps and washing machines. Ms. Price noted that sump pump discharges may be directed to storm sewers but washing machine drains must go to the sanitary sewer. She went on to explain how the City of Indianapolis requires maintenance bonds for drainage facilities and site improvements, including erosion control. She explained that water quality is of increasing importance with storm-water management.

**Roland Mross**, IndyGo, briefly described the history of public transportation services in Indianapolis. He noted that until soon after World War Two the City of Indianapolis was very well served with mass transit. In the post war years, automobile ownership greatly increased and national policies encourage rapid outward growth at low densities, without planning for mass transit. He explained that mass transit locally was privately operated until the 1970's when the Indianapolis Public Transit Corporation was established. This corporation has taxing powers with a board appointed by the City-County Council and the Mayor. He explained the "hub and spoke" system of bus routes with most bus routes going to and from the downtown area. He noted that this approach works well where land is densely developed along major corridors. He noted that many current job destinations are not confined to existing corridors. He explained IndyGo's responses to provide more service in the suburban areas.

**Elizabeth Johnson** explained IndyGo's Five-Year Implementation Plan. She noted that an "origin/destination study" would be done this year. This information will help with restructuring routes. She explained the plan to expand express services for commuters and improve Access to Jobs Services. She described advanced technology that would provide better communication between the bus driver, dispatchers and riders. She also described their effort to improve the image of bus services. She described a planned "downtown circulator" of electric buses that would reduce the number of large buses that now make a loop through the downtown area. The circulator buses would also discourage short trips with private automobiles for downtown workers. Ms. Johnson described the need for a downtown transit center where services are available for riders and transfers would be easier and more reliable. Such a center should be near other modes of transportation such as inter-city rail and bus services and a possible light rail station. She

additionally explained IndyGo's plans to be a regional provider of mass transit services. She explained IndyGo's plans to add and improve bus shelters in the city and region, with more information available to bus riders. When asked how the new Comprehensive Plan could help IndyGo, Ms. Johnson stated that more sidewalks are needed to improve access to bus stops and routes. She also noted the need to plan for bus lanes and high occupancy vehicle lanes that would help express commuter service. Several committee members offered suggestions for service improvements.

***Discussion:***

Ed Paynter explained the discussion website created for members of the committee to communicate between meetings. He circulated this address:

Indycompplantiic@yahoogroups.com

Mr. Trolson asked the committee to suggest how the presenter's information and ideas should be incorporated into the committee's recommendations. One suggestion was to close "loopholes" in drainage and erosion control enforcement. Another suggestion was to consider making zoning approvals conditional. Dependent on getting drainage approvals or possibly to make zoning revert if drainage approvals are not obtained in a timely manner. Another suggestion was to establish some form of "trigger" whereby traffic calming techniques become mandatory in new developments. One member suggested the need for better marking of crosswalks, possibly with "rumble strips" to alert drivers of the need to slow down or watch for pedestrians. Member suggested that these recommendations should be oriented towards implementation and action.

***Adjournment:***

Doug Trolson - 8:00 p.m.

***Attachments:***

A rough draft of the subcommittee's combined Goals



## MEETING FOUR

*March 14, 2001*

### **Committee members**

#### **Present:**

Bill Gray  
Bob Bork  
Bonnie Mikhelson  
Chuck Busenburg  
Cornell Burris  
Doug Trolson

Ed Paynter  
Jason Lee Larison  
Jean Sallwasser  
John Sweezy, Jr.  
Kevin Fuhr  
Lara Daly  
Linda S. Shaw  
Mary Etta Bersig

Norman Pace  
Paul Schiereberg  
Ron Greiwe  
Sally Getz  
Stephanie Belch  
Steve Cunningham  
Steve Judson  
Thomas Keesling

Tom Beck

#### **Staff present:**

Alice Gatewood  
Dennis Slaughter  
Keith Holdsworth

### ***Welcome:***

Doug Trolson welcomed members and explained this meeting's agenda. He said that three presentations would be given that could not be completed in the previous session. He introduced Stephanie Belch – Senior Planner, Division of Planning transportation section Presentation: Ms. Belch presented the Regional Mass Transit Service Plan for Central Indiana, which was prepared for the Central Indiana Regional Transit Alliance by the Corradino Group consultants in December 1999. (Summarize plan elements) She noted that the plan has achieved several results to date. This included: Improving job access through services of IndyGo; The Central Indiana Regional Citizens League is preparing a planning guide; the Transportation Planning section has begun a study to refine transit services around the Glendale Mall area; Bicycle racks have been added to city buses and; A demonstration project with INDOT funding will occur this year.

A question was asked about the level of public participation from surrounding counties for the Regional Mass Transit Service Plan. Ms. Belch responded that there was ...good participation?

### ***Presentation:***

Mr. Cunningham presented the Official Thoroughfare Plan for Marion County. Mr. Cunningham explained that the Thoroughfare Plan is a segment of the Comprehensive Plan for Marion County. The plan contains proposed road improvements under a priority ranking and for the hierarchical system of roads in the county. He explained that this hierarchical system as having freeway type roads with limited access to serve the traffic for a larger area down the system to local streets that provide easy access to surrounding land but are not intended for moving large amounts of traffic. He said that the plan shows proposed connections of "missing links" to connect streets and to improve poorly arranged road segments and intersections. He also noted that the plan helps to preserve rights of way for future road expansions and to avoid conflicts with abutting buildings. The plan is used in zoning to establish proper building setbacks. He noted that the plan assumes no additional right of way dedication in the city's older areas but does establish/*or encourage* wider rights of way in newer developing areas.

Mr. Cunningham also explained that some roads are indicated as 2 Lane Secondary Arterial, where the road carries lower traffic volumes road widening is not planned. In response to a question

about sidewalks, he explained that the Plan's proposed right of way widths would accommodate sidewalks. He also clarified the issue that in many areas added right of way was not dedicated when parcels were subdivided. Such parcels may have been established under earlier standards that did not require wider rights of way. He noted that township assessor records should be researched to determine actual right of way grants from parcels. Another question dealt with landscaping in interchanges and road medians.... Mr. Cunningham explained that the City of Indianapolis does not have landscaping standards in such locations.

***Presentation:***

Keith Holdsworth presented a "Comparison of Zoning Petitions to the Comprehensive Plan Recommendations" for the calendar year 2000. He explained the methodology for this comparison of 170 cases and noted that even slight deviations from the plan's recommendations were shown as inconsistencies. He explained that special uses, such as schools, churches and government facilities have not been shown in plan recommendations. He explained that staff recommendations were followed the plan 63% of the time and the Metropolitan Development Commission decisions followed the plan 53% of the time. He also noted that in some areas the Comprehensive Plan had become outdated and neighborhoods residents supported recommendations that went against the plan. A question dealt with a mechanism for plan updates... I think... Mr. Holdsworth explained that the Land Use Standards and Procedures Committee is currently evaluating how general or specific land use recommendations should be in the new plan. Another question dealt with regional (bonnie M.) A comment was made that the Metropolitan Development Commission and Boards of Zoning Appeal need more training in the city's plans and ordinances. Mr. Holdsworth responded that the planning staff intends to conduct training sessions after the plan is adopted.

***Adjournment:***

Doug Trolson - 7:30 p.m.

## MEETING FIVE

*March 14, 2001*

**Committee members  
present:**

Bob Bork  
Bonnie Mikhelson  
Don Able  
Doug Trolson

Ed Paynter  
Elizabeth Johnson  
Jason Lee Larison  
Jean Sallwasser  
John Sweezy, Jr.  
Kate McVey

Kevin Fuhr  
Lara Daly  
Linda S. Shaw  
Sally Getz  
Stephanie Belch  
Steve Cunningham

**Staff present:**

Alice Gatewood  
Dennis Slaughter  
Keith Holdsworth

***Welcome:***

Doug Trolson welcomed members and explained the meeting's agenda. He said that we would discuss and make changes to the proposed Goals as a group because so few were in attendance. We finished, to the group's satisfaction, six of the 8 draft goals.

***Adjournment:***

Doug Trolson - 7:30 p.m.

***Attachments:***

Included are a rough draft of proposed Goals that still require discussion and additional goals for consideration.





## MEETING SIX

*May 16, 2001*

### **Committee Members**

#### **Present:**

Bob Bork  
Don Able  
Doug Trolson  
Ed Paynter

Jean Sallwasser  
Lara Daly  
Linda S. Shaw  
Mary Etta Bersig  
Merri Anderson  
Sally Getz

Stephanie Belch  
Steve Cunningham  
Steve Judson  
Tom Keesling

### **Staff Present:**

Alice Gatewood  
Dennis Slaughter  
Keith Holdsworth

### ***Welcome:***

Doug Trolson welcomed members and explained the meeting's agenda. He said that we would discuss and make changes based on a few individuals prepared comments. We finished, to the groups' satisfaction, six of the 8 draft goals.

### ***Adjournment:***

Doug Trolson - 7:30 p.m.

### ***Attachments:***

Included are a rough draft of Finished Goals, Goals that still require discussion and additional goals for consideration.



## MEETING SEVEN

*May 16, 2001*

### **Committee Members**

#### **Present:**

Bob Bork  
Cornell Burris  
Don Able  
Ed Paynter

Elizabeth Johnson  
Jean Sallwasser  
John Sweezy, Jr  
Lara Daly  
Linda S. Shaw  
Kevin Fuhr

Merri Anderson  
Norman Pace  
Sally Getz  
Stephanie Belch  
Steve Cunningham  
Others Present:

Clark Kalo  
Staff Present:

**Alice Gatewood**  
Dennis Slaughter  
Keith Holdsworth

### ***Welcome:***

Bob Bork welcomed members and explained the meeting's agenda. We broke out into 3 groups, divided up the Goals, Recommendations and Standards then discussed each one.

### ***Adjournment:***

Bob Bork - 7:30 p.m.



## MEETING EIGHT

*June 28, 2001*

### **Committee members present:**

Bob Bork  
Cornell Burris  
Donald Able  
Jean Sallwasser  
John Sweezy, Jr

Kate McVey  
Lara Daly  
Linda S. Shaw  
Mary Etta Bersig  
Merri Anderson  
Norman Pace  
Pat Williams

Sally Getz  
Stephanie Belch  
Steve Judson  
Thomas Keesling  
Tom Beck  
Others Present:  
Robert T. Glenn

### **Staff present:**

Alice Gatewood  
Dennis Slaughter  
Keith Holdsworth

### ***Welcome:***

Doug Trolson welcomed members and explained the meeting's agenda. We, as a group, read through the proposed changes and came to a consensus on the changes to the language for the final document.

### ***Discussion:***

On the issue of whether the MDC follows a certain criteria before making decisions Doug Trolson read aloud State Statute for a variance:

*See Technical Information*

Keith Holdsworth read aloud the criteria for acquiring a re-zoning on a property:

*See Technical Information*

The committee expressed the need for additional criteria similar to Board of Zoning Appeals or at least definitive text for guidelines already in place. The committee further agreed that the MDC should still have some discretion when making decisions case by case.

Other ideas generated during the meeting were eliminating blight by redeveloping "grayfields", the eventual elimination of billboards countywide and, the mandatory addition of sidewalks when widening streets.

A committee member stated that the requirement for sidewalks as outlined by the "Subdivision Control Ordinance, is routinely waived. Internal staff replied by saying, "The Subdivision Control Ordinance requires sidewalks for all subdivisions unless the Plat Committee grants a waiver".

### ***Attachments:***

Technical information and additional staff comments

### ***Adjournment:***

Doug Trolson - 7:58 p.m.



## appendix five

# GLOSSARY OF TERMS AND ACRONYMS

(Taken from the Division of Planning's "Owners Manual")

Many sources of information have been used to prepare this glossary.

Included are the Indianapolis Star newspaper, the Indianapolis Business Journal, the Unigov Handbook, prepared by the League of Women Voters; The Encyclopedia of Indianapolis, prepared by The Polis Center at IUPUI; the Dictionary of Banking Terms, prepared by Barron's Business Guides, the Rainbow Book, prepared by the Information and Referral Network, Inc.; Principles and Practices of Urban Planning, prepared by the Institute for Training in Municipal Administration; and many documents prepared by the staff of the Department of Metropolitan Development and other agencies listed below. Also the helpful staff members of the Department of Metropolitan Development have contributed a great deal to the information provided here.

**Average Daily Traffic Volume (ADT):** The average number of vehicles passing a specific point during a 24-hour period. For information regarding traffic volumes in Indianapolis, contact Kevin Mayfield at 327-5135.

**Benchmark:** A point of reference from which measurements are made.

**Best Management Practices (BMP):** Those conservation measures and/or land management techniques deemed most effective in preventing pollution by runoff or seepage from a given field or land area into watercourses.

**Capital Improvement Board (CIB):** A board that is empowered to finance and manage public capital improvements in Marion County. Examples are the Convention Center and RCA Dome, Victory Field, Market Square Arena, and the new Conseco Fieldhouse. For more information call 262-3410.

**Central Business District (CBD):** A term generally used to describe the heart of an urban area such as downtown Indianapolis.

**Central Indiana Regional Citizens League (CIRCL):** A general citizen-based organization that provides the means for citizens to have input into the decisions affecting quality of life issues in central Indiana. Even though the group has only been in operation for a year, CIRCL already has a membership of 330 groups and individuals. For more information call 921-1282.

**Charrette:** An intensive design session conducted in a workshop atmosphere. The Division of Planning has participated in a number of charrettes. For more information contact Bob Wilch at 327-5115.

**Combined Sewer Overflow (CSO):** An overflow of the combined sanitary and storm sewers, usually during periods of heavy rain.

**Community Action of Greater Indianapolis (CAGI):** An agency that offers such services as seasonal heating assistance, weatherization and housing, Project Head Start, and the Foster Grandparent Program. For more information call 327-7700.

**Community Development Corporation (CDC):** A nonprofit organization usually established by concerned citizens who reside in a decaying or blighted neighborhood. The purpose of the organization is to engage in development activities; such as home owner repair, home rehabilitation, new home construction, and commercial revitalization projects. For more information regarding Indianapolis CDCs contact INHP at 925-1400.

**Community Development Financial Institution (CDFI):** CDFIs link conventional financial services to persons of lower income to fill credit, investment and savings gaps; act as partners to other private and public financial sources, and advocate more private sector investment in distressed economies.

**Community Reinvestment Act (CRA):** A federal law adopted in 1977 requiring mortgage lenders to demonstrate their commitment to home mortgage financing in economically disadvantaged areas.

**Comprehensive Environmental Response Compensation Liability Information System (CERCLIS):** A list which includes properties across the nation that may contain environmental contamination. For more information contact the Indiana Department of Environmental Management at 308-3045.

**Cluster:** A group of buildings and especially houses built close together on a sizable tract in order to preserve open spaces larger than the individual plot of land for common recreation.

**Comprehensive Plan Segment (CPS):** A segment of the Comprehensive Plan for Marion County. Comprehensive plan segments become a part of City policy when adopted by the Metropolitan Development Commission. Adopted Comprehensive plan segments have CPS numbers assigned to them. Examples of comprehensive plan segments are neighborhood plans, township plans, corridor plans, park master plans, and the Official Thoroughfare Plan.

**Congestion Management System (CMS):** A study that identifies locations of traffic congestion and provides methods to monitor it. Methods of mitigating negative impacts are recommended. The CMS replaced the Transportation Management System.

**Critical Area:** An area which exhibits and unusual character, important location, or significant infrastructures need that warrants a high degree of scrutiny. Critical area recommendations address significant land use issues that require more detailed information than can be shown on the Comprehensive Plan Map.

**Department of Metropolitan Development (DMD):** A City department that plans and implements projects and services focused on public safety, jobs and economic development, affordable housing, and the empowerment of neighborhoods through citizen participation. For more information call 327-3698.

**Development Monitoring System (DMS):** A system of information gathered from the City's permit processes. Information available from the Development Monitoring System includes: 1.) the number of housing permits issued by township or census tract; 2.) the number of commercial permits issued by township; 3.) the number of industrial permits issued by township; 4.) the number of new and demolished housing units listed by single, duplex, multi-family, and condominiums construction type; 5.) the amount of new retail, office, and other commercial space; 6.) the amount of new

manufacturing and warehouse space; 7.) the value of new commercial space; 8.) the value of new industrial; and 9.) the value of the total demolished commercial space. Information is not available for the cities of Beech Grove, Lawrence, Speedway, and Southport. The Division regularly prepares housing starts and losses and other similar reports based on the DMS information. For more information call Robert Uhlenhake at 327-5685.

**Development Plan:** A planned development unit characterized by creative planning, variety in physical development, imaginative uses of open spaces. Predominantly residential in nature, but may include supportive commercial, or industrial development.

**Division of Community Development and Financial Services (CDFS):** A division of the Department of Metropolitan Development with responsibility for seeking federal grants and other funds and monitoring their use in community development efforts. Also CDFS is responsible for the City's participation in certain human service programs and for supporting the Department's budgetary and financial needs. For more information call 327-5151.

**Division of Neighborhood Services:** A division of the Department of Metropolitan Development that includes Township Administrators. For the Township Administrators call 327-5039.

**Division of Permits:** A division of the Department of Metropolitan Development that is responsible for assuring that construction activity in the city complies with state and municipal building standards. For more information contact the Division of Permits at 327-8700.

**Division of Planning (DOP):** A division of the Department of Metropolitan Development that analyzes community conditions, makes projections, recommends plans for private and public projects. The division also includes the Current Planning section. For more information call 327-5151. For more information regarding Current Planning call 327-5155.

**Economic Development Administration (EDA):** The original purpose of this federal agency was to deal with the problems of long-term unemployment and underemployment in rural areas. The role of EDA has subsequently been expanded to include economic development assistance to cities and urban areas as well as rural areas. A local government may apply for aid under the public works, technical assistance, and planning programs, and encourage private business to apply for aid through EDA's business development program.



**Federal Highway Administration (FHWA):** A federal agency with responsibility for highway planning and construction in the United States. The FHWA acts as a non-voting member of the IRTC and provides guidance on the interpretation and implementation of federal transportation planning regulations.

**Floodway/plain:** Level land that may be submerged by floodwaters. A plain built up by stream deposition

**Fort Harrison Reuse Authority (FHRA):** The entity responsible for redeveloping the approximately 550 acres and 250 buildings of base property that became available at Fort Harrison. The FHRA was created under state authorizing legislation in 1995. It is comprised of a five-member board with one appointee of the Mayor of Indianapolis, one appointee of the Mayor of Lawrence, one appointee of the City-County Council, one appointee of the Lawrence Common Council, and one appointee of the Board of County Commissioners. For more information contact FHRA at 377-3400.

**Goal:** The end toward which planning and development efforts are directed. Goals are broad based in nature, but they are more refined than values.

**Greater Indianapolis Progress Committee (GIPC):** Non-partisan organization of business, civic, religious, and educational leaders which advises the mayor on community concerns. For more information call 327-3860.

**High Occupancy Vehicle (HOV):** An automobile containing two or more passengers or any form of public or mass transit.

**Historic Landmarks Foundation of Indiana (HLFI):** A statewide, private, non-profit, membership-supported organization established to promote the preservation and restoration of Indiana's architectural and historic heritage. For more information contact the state office at 639-4534. To contact the HLFI Indianapolis Regional Office call 638-5264.

**Home Mortgage Disclosure Act (HMDA):** A Federal Reserve regulation requiring depository institutions to make annual disclosure of the location of certain residential loans, to determine whether depository institutions are meeting the credit needs of their local community. The Division of Planning receives information from this reporting process and can produce reports based on the information. For more information call 327-5151.

**Improvement Location Permit (ILP):** A "zoning clearance" permit issued by the Division of Permits of the Indianapolis Department of Metropolitan

Development. Generally an ILP is required when a new structure is built, the bulk of an existing structure is increased, or a change in the use of property causes an increase in parking requirements. For more information contact the Division of Permits at 327-8700.

**Indiana Association for Community Economic Development (IACED):** A statewide nonprofit association for organizations who rebuild distressed communities. Activities include housing rehabilitation and construction; employment generation; real estate, industrial, and small business development; and social services. Founded in 1986, IACED promotes and supports its members efforts through training, technical assistance, and public policy advocacy. For more information contact IACED at 464-2044.

**Indianapolis Airport Authority (IAA):** A body formed to administer and develop an air transportation system for Marion County and central Indiana. For more information call the IAA at 487-9594.

**Indianapolis Downtown Incorporated (IDI):** An agency created with the mission to address, in partnership with the public and private sectors, critical issues that affect the growth, well-being and user-friendliness of downtown Indianapolis. For more information contact IDI at 237-2222.

**Indianapolis Regional Economic Development Partnership (IRDP):** A non-profit business development organization that assists in retention and expansion of existing companies as well as attraction of businesses to Indianapolis. Services include facility and site-search assistance, demographic and market data, and identification of federal, state, and local economic development financing options, training and assistance programs, and tax or other incentives. For more information call IRDP at 236-6262.

**Indianapolis Neighborhood Resource Center (INRC):** Works to strengthen the capacity of neighborhood-based organizations to effect positive change in their communities through training, support, and technical assistance. For more information contact INRC at 920-0330.

**Indianapolis Regional Transportation Council (IRTC):** A cooperative group composed of all the planning jurisdictions within the metropolitan planning area which recommends to the MPO: 1.) policies for the conduct of the transportation planning program; 2.) transportation projects involving the federal-aid Surface Transportation Program, and 3.) mechanisms for the discussion and resolution of local transportation issues.

**Indianapolis Regional Transportation Improvement Program (IRTIP):** Presents transportation improvements proposed by government and transportation agencies in the Indianapolis Metropolitan Planning Area for a three year period. The current IRTIP covers 1998 through the year 2000. For more information contact Mike Dearing at 327-5139.

**Indianapolis Urbanized Area (IUA):** Census tracts in central Indiana that were identified as a part of the 1990 as making up urbanized area of Indianapolis. This area is smaller than the MPA. See map on page 2.

**IndyGo:** Provides mass transit service to the Marion County area over fixed routes and uses scheduled times of arrival and departure. For more information call 635-2100.

**Infrastructure:** The underlying foundation or basic framework of a city, including streets, parks, bridges, sewers, street lights, and other utilities.

**Intermodal Surface Transportation Efficiency Act (ISTEA):** A federal program that governs all transportation planning and programming and rules that it "must be conducted cooperatively and in such a way as to provide for continuous and substantive public participation."

**Land Bank:** A pool of acquired and assembled land in urban areas packaged into sites suitable for redevelopment.

**Light Industrial:** A land use plan category recommending industries that conduct their entire operations within completely enclosed buildings and do not have objectionable characteristics that extend beyond their property lines. Some examples are jewelry manufacturing and engraving, warehousing, construction companies, upholstering, paper box and paper products manufacturing from finished paper, and manufacturing of optical goods.

**Low Density Residential:** A land use plan category recommending 2 - 5 dwelling units per acre. Development may be single-family and two-family houses.

**Marion County Alliance of Neighborhood Associations (MCANA):** An voluntary organization of neighborhood associations in Marion County created to deal with common issues. For more information call Cathy Burton (317) 862-3014.

**Marion County Wellfield Education Corporation:** An organization whose purpose is to prevent contamination to the valuable groundwater resources

of Marion County through public awareness and education.

**Mayor's Action Center (MAC):** An agency that assists citizens of Indianapolis and Marion County in contacting and soliciting services from the city. The MAC takes complaints and requests for service, gives information, and provides regulations regarding abandoned buildings and vehicles, air pollution, dead animal pick-up, fallen trees and limbs, sewer and drainage problems, street and sidewalk maintenance, trash burning and dumping violations, and weed control. For more information call Joanna Batchelor at 327-4622.

**Memorandum of Understanding:** A written agreement that clarifies the enforcement roles and responsibilities of each agency in areas of shared authority.

**Metadata:** Defines what is known about a data set in terms of the content of the data set, it's accuracy, it's currency and who is responsible for maintenance.

**Metropolitan Area:** The concept of a metropolitan area (MA) is one of a large population nucleus, together with adjacent communities that have a high degree of economic and social integration with that nucleus. Some MA's are defined around two or more nuclei. The MA classification is a statistical standard, developed for use by Federal agencies in the production, analysis, and publication of data on MA's. The MA's are designated and defined by the Federal Office of Management and Budget, following a set of official published standards.

**Metropolitan Association of Greater Indianapolis Communities (MAGIC):** A regional organization involving individuals within central Indiana to address issues affecting the business climate. For more information contact Lee Lewellen at 464-2243.

**Metropolitan Development Commission (MDC):** The policy-making body of the Department of Metropolitan Development. It has nine appointed members who serve a one-year term. For more information call 327-3698.

**Metropolitan Emergency Communications Agency (MECA):** The agency that handles all emergency communications for Marion County. For more information contact MECA at 327-5501.

**Metropolitan Planning Area (MPA):** The portion of central Indiana that is expected to be urbanized in the next twenty years. It is the area studied by the MPO and includes all of Marion County and portions of the surrounding counties including the cities of Beech Grove, Indianapolis, Lawrence, Southport, and the town of Speedway. The boundary also includes

portions of Hamilton, Boone, Hendricks, Johnson, and Hancock counties, including the municipalities of Fishers, Westfield, Whiteland, New Whiteland, and the cities of Carmel, Zionsville, Brownsburg, Plainfield, and Greenwood. This area is larger than the IUA.

**Metropolitan Planning Organization (MPO):** The Metropolitan Development Commission is the designated MPO for the Indianapolis Metropolitan Planning Area. The MPO has the responsibility, together with the state and IPTC, for the continuing, cooperative, and comprehensive transportation planning process required of urbanized areas to qualify for federal transportation funds. For more information contact Mike Peoni at 327-5133.

**Metropolitan Statistical Area (MSA):** A definition of central Indiana used to report Census information. Counties included in the MSA are Boone, Hamilton, Hancock, Hendricks, Johnson, Madison, Marion, Morgan, and Shelby. The MSA was formerly called the Standard Metropolitan Statistical Area or SMSA. Madison County has been added to the MSA since the 1990 Census was prepared. The MSA had a 1980 population of 1,166,575 and a 1990 population of 1,249,822. See map on page 2.

**Minority Business Enterprise (MBE):** A business that is at least fifty-one percent owned by a minority or minorities who also control and operate the business.

**Mobile Dwelling:** A land use plan category recommending a density of approximately 6 dwelling units per acre. Development may be in the form of a mobile home park.

**Multiple Family Development:** Housing units in a structure containing 3 or more housing units.

**Naval Air Warfare Center (NAWC):** A defense plant on the east side of Indianapolis that opened in 1942. At its wartime peak, this facility employed nearly 7,000.

**Neighborhood Park:** A land use plan category recommending a park of between 5 and 25 acres that serves the immediately surrounding neighborhood. A neighborhood park usually includes facilities for basketball, tennis, picnicking, and a playground.

**Neighborhood Shopping Center:** A land use plan category recommending a commercial center on one parcel that usually has a grocery store or drugstore as an anchor.

**North American Industrial Classification System (NAICS):** Replacing the SIC system, the NAICS is a system of employment classification developed for the purpose of facilitating the collection, tabulation, presentation, and analysis of data relating to employment and for promoting uniformity and

comparability in the presentation of statistical data collected by various agencies of the United States Government, state agencies, trade associations, and private research organizations. The NAICS is intended to cover the entire field of economic activities: agriculture, forestry, fishing, hunting and trapping; mining and construction; manufacturing; transportation, communications, electric, gas, and sanitary services; wholesale trade; retail trade; finance, insurance, and real estate; personal, business, professional, repair, recreation, and other services; and public administration.

**Not in My Back Yard (NIMBY):** Land uses that most people don't want near their homes, such as power plants and junk yards.

**Objective:** A quantifiable refinement of a goal or means of achieving a goal. Objectives often relate to more than one goal.

**Opportunities Industrialization Centers (OIC):** An agency that provides a wide range of services including adult education, child care, vocational training, job search and placement services, and other services that directly impact upon the ability of the poor, unemployed, and disadvantaged to prepare for and secure viable jobs. Also OIC is involved in an economic development project, Genesis Plaza, in the Martindale-Brightwood neighborhood of Indianapolis. Technical assistance and community needs assessments are offered to communities by OIC staff. The Indiana OIC State Council, incorporated in 1978, is a part of OIC America, Inc. For more information contact OIC at 924-9440.

**Ozone Awareness Program:** A public information program of the MPO staff with the purpose of helping to educate the public about the ozone program and enlisting their aid in dealing with the issue. The campaign includes a wide range of educational components such as brochures, radio and television spots, a toll-free information line (1-888-DJA-KNOW), various public relations activities, a KNOZONE web page ([www.knozone.com](http://www.knozone.com)), and reduced transit fares on weekday NOZONE Action Days. The goal is to have cleaner air in Indianapolis and avoid the further federal regulations that may be imposed if air quality is not improved.

**Paratransit:** Alternatively known as special transportation when applied to social services systems. Applies to a variety of smaller, often flexibility-scheduled and rounded nonprofit-oriented transportation services using low-capacity vehicles, such as vans, to operate within a normal urban transit corridors or rural areas. Common patrons are the elderly and persons with disabilities.

**Planned Unit Development (PUD):** A development which, for zoning approval purposes, is not judged by typical zoning standards but on the basis of an overall plan for the total development. To be approved by the zoning review agency, the plan must include detailed information regarding such issues as land use, building height, density, and setbacks at the overall edge of the development.

**Polis Center, The:** A research center of Indiana University-Purdue University, Indianapolis. Polis deals with issues in religion, education, race relations, social values, social services, information technologies, economic development, and other areas.

**Program:** A proposal with an end product that is not physical in nature but is a plan for dealing with an issue. Programs are direct outgrowths of objectives.

**Project:** A proposal with an end product that is physical in nature. As with programs, projects are direct outgrowths of objectives.

**Quality of Life:** The attributes or amenities that combine to make an area a good place to live. Examples include the availability of political, educational, and social support systems; good relations among constituent groups; a healthy physical environment; and economic opportunities for both individuals and businesses.

**Redevelopment Area:** Areas that are designated for redevelopment by the MDC and administered by DMD. Establishing a redevelopment area allows government to accomplish a wide variety of public goals. A variety of tools can be used in the districts to acquire and assemble land (including eminent domain), prepare it for disposition, write-down acquisition costs, make needed area improvements, and assist developers and property owners in improving their property.

**Regional Center (RC):** A 5.8 square mile area bounded by I-65 and a line extending west from I-65 on the north, I-65 and I-70 on the east, I-70 on the south, and the previously proposed alignment of Harding Street improvements on the west. Plans were prepared for this area in 1970, 1980, and 1990.

**Regional Transportation Plan (RTP):** This plan guides the development of the area's transportation system for the next 25 years. It is developed through the cooperation of citizens, planners, engineers, and public officials.

**Rehab Resource:** An agency dedicated to providing building materials for the repair and rehabilitation of existing housing and the construction of new, affordable housing for low- to moderate-income

residents. Donations of high-quality building materials are sought from private businesses, including manufacturers, suppliers and contractors. The materials are then redistributed to CDCs and other non-profit organizations who work on behalf of low- to moderate-income families. Individuals may get building materials from Rehab Resources with a referral from any member agency. There is a nominal handling fee to cover the cost of the warehouse operations. For more information contact Rehab Resource at 637-3701.

**Section 8 Certificate:** Rental assistance for very low income (50% or less of median family income) or elderly households. Provided by HUD through local housing authorities. Recipients may choose a rental unit that suits their household needs and only pay 30% of their household income. HUD makes up the difference between the 30% and fair market rent.

**Single Room Occupancy (SRO):** A method of providing housing for homeless people that some cities have used. Often an old hotel building is modified to provide one person per room, permanent housing.

**Social Assets and Vulnerability Indicators (SAVI):** The Community Service Council and The Polis Center have developed a database of information from sources such as the U.S. Census, the Indianapolis Police Department, the Marion County Sheriff's Department, the Family and Social Services Administration, and the Marion County Health Department. Information in this database can be displayed on a Marion County map. This database includes information about the people that live in Marion and their social condition. For more information contact the Community Service Council at 923-1466 or Polis at 274-2455.

**Special Use:** A land use plan category recommending a wide variety of special uses including churches, schools, government property, power substations, switching stations, non-profit agencies, nursing homes, hospitals, union halls, and cemeteries.

**Stewart B. McKinney Homeless Assistance Act or McKinney Act:** Congress enacted this legislation in 1987 to establish distinct assistance programs for the growing numbers of homeless persons. Recognizing the variety of causes of homelessness, the original McKinney Act authorized twenty programs offering a multitude of services, including emergency food and shelter, transitional and permanent housing, education, job training, mental health care, primary health care services, substance abuse treatment, and veterans' assistance services. The six programs administered by HUD are: Emergency Shelter Grants Program (ESG), Supportive Housing Demonstration Program (SHDP), Section 8 Moderate Rehabilitation for Single-Room Occupancy Dwellings (SROs), Supplemental Assistance

to Facilities to Assist the Homeless, Single Family Property Disposition Initiative (SFPDI), and Shelter Plus Care.

**Sub-Neighborhood Park:** A land use plan category recommending a park of between ¼ and 5 acres that usually serves a specific age group within the immediate neighborhood. Facilities may include a playground, sitting area, and multi-purpose game area.

**Supplemental Review:** A process in zoning when a proposed development may be reviewed by various city agencies and neighborhood organizations to receive recommendations for consideration as a part of the rezoning process.

**Support Continuum:** See Continuum of Care above.

**Tax Abatement:** A reduction in taxes granted to a property owner in a locally designated Economic Revitalization Area who makes improvements to real property or installs new manufacturing equipment. Used manufacturing equipment can also qualify as long as such equipment is new to the State of Indiana. Equipment not used in direct production, such as office equipment, does not qualify for abatement. Land does not qualify for abatement.

**Tax Exempt Bonds:** Bonds issued on the stock market to raise capital for public investments at an interest rate below the market value. Capital gains with these bonds are not taxed by the federal government.

**Tax Increment Financing (TIF):** A method of raising additional capital within declared districts to pay for needed improvements within those districts. The districts are established by the Metropolitan Development Commission. The base of existing assessed valuation is frozen with the incremental revenues obtained by the taxes on new development in the TIF District then becoming available to fund improvement projects.

**Technically Qualified Person (TQP):** An individual selected by the Metropolitan Development Commission to review site and development plans for sites located within a wellfield and to conduct inspections and monitor compliance of agreed upon conditions for the Improvement Location Permit process.

**Temporary Assistance For Needy Families (TANF):** The Personal Responsibility and Work Opportunity Reconciliation Act of 1996 (PRWORA) created the Temporary Assistance for Needy Families (TANF) block grant, replacing the Aid to Families with Dependent Children (AFDC) program and giving states flexibility to create new cash assistance programs for families with children. While the federal legislation establishes a variety of minimum requirements in some areas, there is

considerable flexibility for states to exceed these minimum requirements and a number of areas are open to state discretion.

**Township Administrators:** The Department of Metropolitan Development has assigned a Township Administrator to each of the nine townships within Marion County. The Township Administrators provide assistance in establishing new neighborhood organizations, bring community groups together which may benefit from combining forces in addressing common issues, attend community meetings to hear citizen and business concerns first hand and address them with the appropriate government officials, and educate the public on zoning ordinance interpretation and land use issues and how they can participate in the zoning process. Also Township Administrators assist merchants in business expansion or relocation focusing on the economic needs of the community; assist in locating vacant properties and buildings; provide businesses with applicable zoning ordinances, re-zoning, and variance information; provide information about permitting issues; and assist in the formation of new merchants organizations. For more information call 327-5039.

**Traffic Impact Study (TIS):** An analysis of certain new developments to determine the impact on the surrounding transportation system. For more information call Steve Cunningham at 327-5403.

**Transportation Monitoring System (TMS):** A systematic process for the collection, analysis, summary, and retention of roadway related person and vehicular traffic data, including public transportation on public highways and streets. The goal of TMS is to develop a comprehensive compilation of available transportation and traffic data for the region while satisfying the intent of the regulations outlined in ISTE. ISTE specifies that the TMS shall cover all public roads except those functionally classified as local or rural minor collectors or those that are federally owned. For more information call Sweson Yang at 327-5137.

**Transportation System Management (TSM):** A study that looked at ways to maximize the efficiency of the existing transportation system by relatively low cost means such as signal improvements and turning lanes. TSM has been replaced by the Congestion Management System.

**Underground Storage Tank (UST):** A storage tank that is buried under the ground similar to ones used at gasoline service stations. Many have been used to store materials that are considered hazardous. New standards require the removal of older tanks that may leak and pollute the surrounding area.

**Uniform Building Code (UBC):** National building construction standards first developed in 1927 for the purpose of protecting the health and safety of the building occupants. The UBC was designed to create greater safety to the public by providing uniformity in building laws. Topics covered in the code include fire safety, appropriate use of building materials, size of public spaces, and special hazards. The UBC is the basis for the State's review of certain types of new construction. For more information contact Fire and Building Services at 232-6422.

**UNIGOV:** Title 36, Article 3 of the State of Indiana Code detailing the combined governments of the City of Indianapolis and Marion County, Indiana. Effective January 1, 1970, UNIGOV legislation permitted the City of Indianapolis to provide most municipal services county wide. The City Council and the County Council were joined to become the City-County Council. The structure of the UNIGOV legislation was divided into three branches similar to the federal government: the executive branch consisted of the Mayor and other administrators; the legislative branch consisted of the City-County Council; and the judicial branch consisted of the court system.

**Urban Conservation:** A land use plan category given to land possessing special environmental or valuable natural characteristics, such as wetlands, woodlands, and aquifers.

**Urban Enterprise Association (UEA):** A statutory enterprise zone established by the Indiana Legislature in 1990, that is governed by a twelve-member board comprised of the public and private sector. Economic development and employment are the primary goals set forth in its strategic plan. The UEA has assisted in the training and employment of many residents. The UEA has created new jobs by attracting businesses to the

zone and helping existing businesses increase employment of zone residents. Both state and local governments have empowered the UEA with tax incentives that facilitate the attraction of new business. For more information call 541-2740.

**User Defined Area Program (UDAP):** Standardized, computer produced narratives based on the results of the 1990 Census of Population and Housing. They provide information for a number of Indianapolis neighborhoods. For more information regarding the UDAP contact Bob Wilch at 327-5115.

**Value:** An ideal, custom, institution, etc. that the people of a society try to achieve.

**Very Low Density Residential:** A land use plan category recommending 0 - 2 dwelling units per acre. Development may be single-family houses with two-family houses permitted on corner lots.

**Vision Statement:** A vivid, imaginative conception of the future.

**Weed and Seed:** A program initiated by the U.S. Department of Justice in 1992 with the purpose of "weeding out" violent crime, drug dealers, gang activity, and restoring neighborhoods through social and economic revitalization. Neighborhoods presently involved in the Indianapolis program are UNWA, Near North/Mapleton-Fall Creek, Highland-Brookside, and the Nearwestside. For more information call 327-5039.

**Wellfield:** A tract of land that contains one or more wells used for the production of drinking water for the public water supply. For information regarding the protection of Indianapolis wellfields contact 327-5151.

**Women Business Enterprise (WBE):** A business that is at least fifty-one percent owned by a woman or women who also control and operate the business.



